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## **REZONING APPLICATION ANALYSIS**

**ZONING CASE #:** Z2014-23      **LEGISTAR: #20141204**

**LANDOWNERS:** Marietta Housing Authority  
95 Cole Street NE  
Marietta, GA 30060

**APPLICANT:** Brock Built Homes LLC  
1110 Northchase Parkway  
Suite 150  
Marietta, GA 30067

**AGENT:** n/a

**PROPERTY ADDRESS:** 53, 75, 76, & 83 Beavers St; 57 Gunter St, 98, 110, & 114  
Howard St; 829, 891, & 895 Washington Ave

**PARCEL DESCRIPTION:** Land Lot 12130, District 16, Parcels 0050, 0040, 0020,  
0030, 0100, 0660, 0740, 0280, 0060, 0860, 0310

**AREA:** 17.1 acres      **COUNCIL WARD:** 5

**EXISTING ZONING:** RM-12, R-4, OI, CRC

**REQUEST:** PRD-SF (Planned Residential Development –  
Single Family)

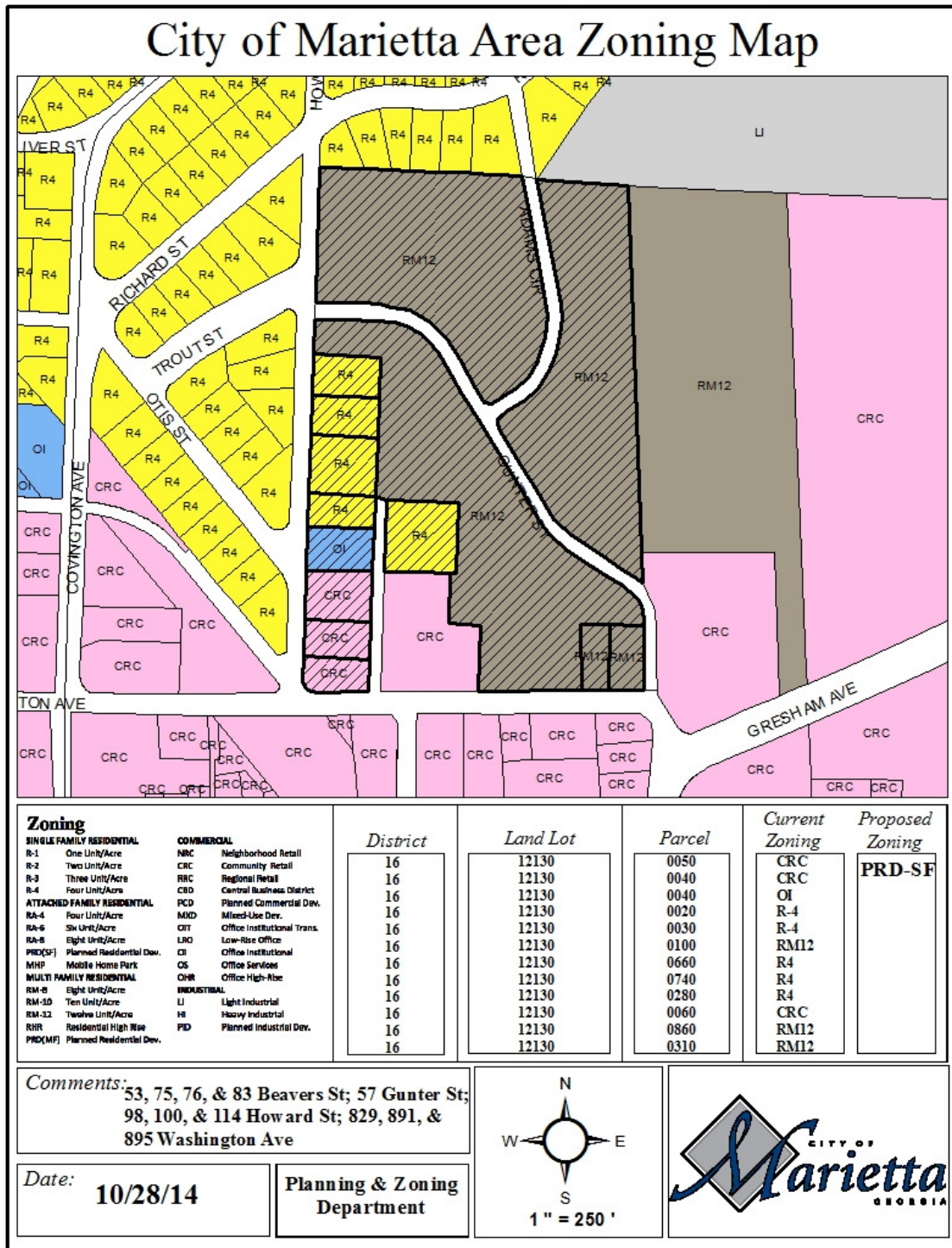
**FUTURE LAND USE MAP:** MDR (Medium Density Residential)

**REASON FOR REQUEST:** Marietta Housing Authority and Brock Built  
Homes LLC are requesting the rezoning of the former Boston Homes site to PRD-  
SF in order to build a 99 unit single family attached and detached residential  
development.

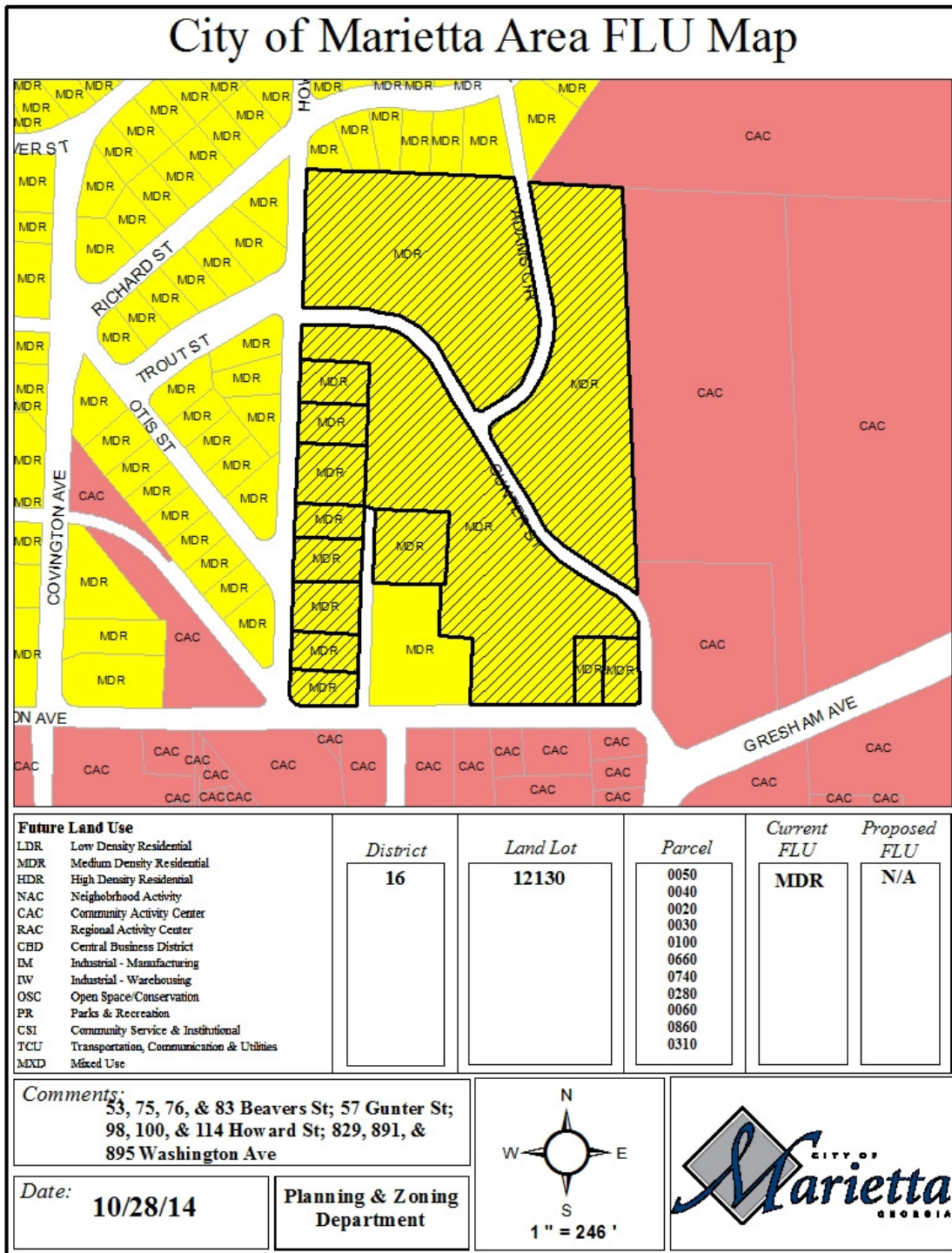
**PLANNING COMMISSION HEARING:** Tuesday, December 2, 2014 – 6:00 p.m.

**CITY COUNCIL HEARING:** Wednesday, December 10, 2014 – 7:00 p.m.

## MAP



## FLU MAP





**PICTURES OF PROPERTY**



**Subject property, looking north along Gunter Street**



**Adams Circle at exit to development, near Richard Circle**



**Subject property: Gunter Street looking towards Howard Street**



**Property frontage along Howard Street (looking south)**





**Property frontage along Howard Street (looking north)**



**Subject property at the corner of Washington and Howard Street**





**Entrance to Gunter Street from Washington Avenue**



**Subject property from Washington Avenue**

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## STAFF ANALYSIS

### *Location Compatibility*

Brock Built Homes LLC is requesting the rezoning of twelve (12) properties, comprised of 17.1 acres, and owned by Marietta Housing Authority. This property was the site of Boston Homes, demolished in 2010, and is currently zoned RM-12 (Residential Multi Family – 12 units / acre). The MHA bought several surrounding properties over the years and they are zoned R-4 (Single Family Residential – 4 units / acre), OI (Office Institutional), and CRC (Community Retail Commercial). The applicant is requesting the properties be rezoned to PRD-SF (Planned Residential Development – Single Family) for the construction of a 99 unit development made up detached homes and townhomes. The applicant is also requesting simultaneous detailed plan approved with the rezoning request.

This is a transitional area with a well-established residential neighborhood, zoned R-4, to the west and north; apartments (RM-12) and an industrial park (LI) to the northeast and east; and various commercial uses (CRC) to the south across Washington Street.

### *Use Potential and Impacts*

The existing zoning category (RM-12) allows the construction of multi-family units at a density of up to twelve (12) units per acre. The redevelopment of the Boston Homes into 99 units, made up of single family detached and attached units, will further the City's vision to increase owner occupancy and increase the quality of single family detached housing.

This area is optimally located near Cobb Parkway North (US 41) and Roswell Street, making the development easily accessible to/from heavily traveled roadways. Further, this site is will serve as a transition between the commercial areas on Cobb Parkway North and Roswell Street and the existing residential neighborhood to the north and west.

The density for the development is approximately 6.5 units per acre (99 / 15.32 acres). (The flood plain area - 1.778 ac. - located on the property cannot be included in density calculations.) This density is much lower than what would be allowed under the current RM-12 zoning. And, although it is higher than the residential neighborhood to the north and west, the neighborhood could serve as an appropriate transition from the commercial areas along Cobb Parkway North and Roswell Street.

The future land use designation for this site is (MDR) Medium Density Residential, which is intended for housing with densities ranging from three (3) to six (6) units per acre (attached or detached), per the City's Comprehensive Plan. Although the proposed density of the development is slightly higher than this, PRD-SF is a zoning classification that is considered compatible with the MDR future land use.



## STAFF ANALYSIS CONTINUED

### *Environmental Impacts*

The high point of this site runs along Washington Avenue and descends northward. There is a substantial floodplain area (and piped stream) in the northwestern corner that the developer has proposed as recreation area. Otherwise, there is no indication of wetlands or endangered species on this site.

### *Economic Functionality*

Until the structures were demolished in 2010, the main acreage of this property functioned as housing for Marietta Housing Authority as Boston Homes. While the property would likely be economically functional as multifamily housing it would be more economically harmonious as a single family detached development, considering the surrounding existing houses in the area.

### *Infrastructure*

There are many transportation related issues regarding this property and are highlighted in the Detailed Plan Issues section of this report. These issues include the provision of parking for each lot, inadequacy of roadways, abandonment and rezoning of Beavers Street, primary access to units by alleyway, parking in the right-of-way, and clarity regarding intent of public or private roadways.

Marietta City Schools anticipates the development to add approximately eighteen (18) children into the schools. The servicing elementary school, Sawyer Elementary School, is currently over capacity. Marietta Middle School is at capacity and Marietta High School is under capacity. If the children generated by the development are elementary school aged, this will cause additional stress to an overburdened school.

Otherwise, there should be no adverse impact on the City's ability to continue providing quality water, sewer, or electricity services.



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### *History of Property*

There is no history of any variances, rezonings, or Special Land Use Permits approved for these properties.

### *Commercial Corridor Design Overlay – Tier A*

Approximately one third (1/3) of the development site lies within the Commercial Corridor Design Overlay – Tier A because it lies within 750 feet of Roswell Street. Single family **detached** residences are specifically exempt from this section [§712.09 (D.1.)]; however, according to this language, townhomes would still be required to comply. Since the intent of this ordinance is to regulate the appearance and design of properties containing commercial (or mixed use) properties, the following variance should be considered:

- Variance to waive the Commercial Corridor Design Overlay – Tier A requirements for this development [§712.09]

### *Detailed Plan Issues*

PRD-SF is a site specific zoning, which requires City Council approval of a detailed plan prior to beginning construction. Typically detailed plans begin the process with the Judicial Legislative Committee; but in this case, Brock Built would like contemporaneous approval of their detailed plan with their rezoning application in order to expedite the development process. However, there are quite a few issues noted on the “Rezoning Plan” if it is to serve as a detailed plan. The issues below are noted by staff. Staff has forwarded these issues to the applicant prior to the publication of this report. It is anticipated the applicant will make revisions to meet these concerns prior to the meeting of the Planning Commission:

#### Planning & Zoning Comments for Boston Homes

1. The project summary on the cover of the “Rezoning Plan” states that “***approximately 100 attached townhomes and single family lots***” will be built. If this plan is to serve as the detailed plan, it will establish the density, which cannot be adjusted. Please be specific about the number of units.
2. The detailed plan does not provide any parking information/totals. Each lot should have a two-car garage plus a driveway a minimum of 20’ deep in order to accommodate two additional cars. If the 20’ driveway length cannot be met due to curvature of the road or topographical issues, those spaces must be provided elsewhere on the site. Any request to vary these standards must be specifically identified in the motion to approve the detailed plan for the development. Attached units must provide 0.2 spaces per unit for guest parking.
  - A five foot setback does not leave enough room for the required driveway length or required tree plantings. See Note #14.
3. Private alleys should only be included within developments as a secondary means of access to the rear or sides of buildings, and should not be substituted as a primary street. There are



- quite a few lots that are only accessed by alleyway.
4. The developer is required to install "No Parking" signs on all alleyways.
  5. All developments for which alleys are proposed shall be reviewed and approved by City Council at a regularly scheduled meeting as a **separate item on the agenda.**
  6. Sidewalks should be located completely in the right of way or covered by an access easement.
  7. Right of way for public streets must be 50' minimum. These streets are shown at 40.'
  8. Please mark which roads are public or private.
  9. The Beavers Street right-of-way will need to be abandoned and rezoned to implement the proposed plan.
  10. Please provide the floodplain area for determining density of the site.
  11. Please provide exterior elevations for the units.
  12. Only single-trunk Crape Myrtles receive density credit. Please specify the Crape Myrtles shown on the plan will be single-trunk.
  13. Eastern Redbuds are not considered medium or large canopy and cannot be counted as street trees.
  14. ***Note: Many of these densely developed subdivisions recently being built, especially ones with reduced setbacks, are having difficulty locating the trees shown on their detailed plans/civil plans. This is a result of the developer having to show proposed trees on a plan before a buyer has selected a floor plan/driveway layout for the lot.***

Public Works Department Comments for Boston Homes

Subsequent to all subdivision improvements being installed, a final detailed plan shall be reviewed and approved by the Mayor and Council. If approved, construction shall not be permitted in any segment of said tract until a final plat prepared in accordance with Division 728 has been approved by the City Council, except that improvements may be permitted to the extent that such improvements are shown in detail and included in the plan for review and approval by staff as per Article 7-8-12 (Soil Erosion and Sediment Control).

Following are the comments from the Public Works Engineering Division on the review of the above-mentioned plat. (See City Code.)

- ☐ Provide the following Boundary information:
  - Lot dimensions
  - Location and description of easements (location, width, purpose & controlling entity) – 20' for storm and sanitary sewer
- ☐ Provide Street / alley names for homes fronting on them if addressed that way.
- ☐ Provide Lot addresses
- ☐ Provide the following Flood plain information (www.georgiadfirm.com):
  - Location and elevations on each affected lot or state none exists – FFE must be at least 3' above BFE per Cobb GIS topo.
  - Reference to the latest FEMA information (effective November 2, 2012)
  - Benchmark location and elevation tied to an acceptable control point.
- ☐ Show limits and base flood elevations of the flood plain. The new FEMA FIRM was updated effective November 2, 2012. Using the Cobb GIS topography, estimate the base flood elevation utilized for the estimated flood plain (where the flood plain line intersects a topo line).
- ☐ Clearly delineate on all affected plan sheets the 25' mandated State Stream Buffer, the additional 25' City Stream Buffer, and the additional 25' Impervious Area Setback (total 75') per

the Stream Buffer Ordinance at the downstream end of the pipe.

□ Site Plans will be required for construction. Plans must include, driveways, erosion-sedimentation-and pollution control plan, stormwater management (preventing concentrated flows from adjacent property), 10% downstream analysis, stormwater quality (bioretention or other), and any other applicable improvements required by City Code and Georgia Stormwater Management Manual. Additional comments will be made at time of site plan submittal, if it is required. There can be no point discharge onto adjacent property which is not into a stream, defined drainageway, or storm sewer. Discharge will not be allowable at the property line, or into the street R.O.W. If easements are required for drainage through adjacent property, then the owner is to obtain.

□ Basin area to be an easement shown on plans.

□ Abandonment of the R.O.W. of Beaver Street, Adams Circle, and Gunter Street as may be necessary will allow reconstruction of the roads with proposed parking along the sides.

□ The road widths (asphalt paving) for Beaver St, Adams Circle, & Gunter Street must be at least 20' in addition to 8' wide by 22.5' long parallel parking spaces (minimum). The drive for townhomes at southeast corner is too narrow.

□ **Add Note To Plans:** *“Per City Code Division 716.06.A - Private alleys may provide access to the side or rear of individual residential units where approved by the Public Works Director or his designee on a case-by-case basis. The design for alleys shall meet all requirements of Local Streets unless identified herein. Curbs, gutters, and sidewalks are not required for alleys but may be necessary to provide adequate drainage or where pedestrian movement is necessary. All alleys shall include an access and utility easement including the travel-way, curb, gutter, and sidewalk plus 5' on both sides; in no case shall the access and utility easement be less than 20'. Refer to Code Division 716 for additional requirements.”*

□ **Add Note To Plans:** *“Per City Code Division 716.06B - In all cases, the travel-way for alleys shall not be less than 14' in width for one-way access and not less than 20' in width for two-way access. The travel-way is defined as the paved surface intended for travel between curbs and excludes gutters. For one-way alleys the travel-way includes the entire roadway excluding gutters, for two-way alleys the travel-way includes one-half of the roadway excluding gutters. When designing for emergency vehicles greater than 30' in length (AASHTO SU-30) the entire roadway excluding gutters may be considered the travel-way. Refer to Code Division 716 for additional requirements.”*

□ Rights-Of-Way for Beaver St, Adams Circle, & Gunter Street are to be at least 50' or abandonment approved by Council. Where private parking is proposed, the R.O.W. may be lessened with an access easement for the parking spaces as well as the sidewalk. The City will not accept the parking spaces within R.O.W.

□ Minimum Radii of street C/L 100'.

□ Minimum curb radius is 25 ft including for alleys. However, Fire Dept may require 35'.

□ A 5' sidewalk with 2' grass strip along the curb of all roads is required. If additional R.O.W. is required in order for the sidewalk to remain in the R.O.W., then a Quit Claim deed will be required.

□ 150 ft. acceleration and deceleration lanes with 50 ft. tapers are required on Washington Avenue. Accel / Decel lanes are required by Ordinance on all roads classified Collector or Arterial.

□ Curb ramps with crosswalks to be located at all intersections within City Right-of-Way (see above), or across private alleys. Show crosswalks, ramps, and stop signs.

□ Right-of-Way donation on Washington Avenue will require an executed Quit Claim Deed be provided to the City *prior to One-Stop approval*. The R.O.W. shall be at least 25' from centerline on the property side. With sidewalk as noted above.

□ Exemption Plat is required for the property on which site plans are reviewed, no LDA Permit will be signed until the Plat is approved.



- ❑ **Add note to plans:** There shall be no increase in flows, or compensation in other drainage areas, which results in an increased peak discharge onto adjacent property. Each drainage area leaving a site shall be studied and controlled, as above. There are known flooding problems on the property to the east.
- ❑ **Add note to Plans related to Final Inspection and As Built Plans:** *“Per City Code and prior to approval of the Final Plat, upon completion of a project, and before a certificate of occupancy shall be granted, the applicant is responsible for certifying that the completed project is in accordance with the approved stormwater management plan. All applicants are required to submit actual "as built" plans for any stormwater management facilities or practices after final construction is completed. The plan must show the final design specifications for all stormwater management facilities and practices and must be certified by a professional engineer. See As Built requirements available from the Public Works Dept. This requirement is also applicable for a temporary sediment basin which will be converted to a stormwater management facility. The design engineer shall prepare an As Built Hydrology Report by a registered professional engineer with all necessary survey information to certify to the installation of the sediment basin / stormwater detention structure volume and discharge design including the outlet control system. If there are significant changes as determined by the City Engineer or Public Works Director or designee, then a revised Hydrology Study will be required based upon the installed design. A certification of stabilization shall be provided as well.”*
- ❑ **Add Note to Site Plan:** “The applicant shall be responsible for repairing streets and related improvements which may be damaged or fail due to improper installation for a period of 12 months from the date of the final plat approval by the Mayor and Council.”
- ❑ **Add Note to Plan:** “All required improvements shall comply with Public Law 101-336, the Americans with Disabilities Act of 1990, as amended or most current. Any improvements which do not comply with said Act shall be redone at the applicant’s expense and final approval of the plat shall not be given until such work is completed in compliance with the Act. All plans submitted to the City for review shall contain a certificate that said improvements fully comply with the Americans with disabilities Act of 1990, Public Law 101-336, as amended and the City will rely upon such certificate in approving preliminary and final plats, as well as Site Plans.” (see Section 728.07 of City Code)
- ❑ **Add note to plans:** Any storm drainage system not within public Rights-Of-Way is considered a private system that will not be maintained by the City of Marietta. A storm drainage easement does not indicate ownership by the City of Marietta.
- ❑ **Add note to plans:** Drainage away from all buildings shall be not less than 6” in 10 feet. Wherever possible residential homes and commercial buildings are to be higher than top of curb elevation for adequate drainage.
- ❑ **Add note to Final Plat:** A minimum 20’ drainage easement shall be centered on all ditches, swales, storm drain pipes or other drainageways.
- ❑ **Add note to Final Plat:** All lots are to have 10’ (5’ each side) drainage easement along side property lines, and 20’ (10’ either side) drainage easement centered on rear or 20’ along exterior property lines.
- ❑ Where sanitary and / or storm sewer lines are shown outside the private access drive easement (revise all to access / utility easement), provide easement (such as lots 70 & 71, or 15, 16, 17). Remember that the easement is provided so the pipe excavation may be made if necessary in the future. Easements must be provided even if within private property or common areas.
- ❑ All private drives to be access/utility easements.
- ❑ **Add note to Final Plat:** No permanent structures shall be constructed within ten feet of a permanent water or sewer easement on front or rear setbacks, or within two feet for side setbacks.

□ **Provide the following notes on plans:**

- All new utility services on private property must be placed underground in accordance with City of Marietta Ordinance #6422.
- All construction within the City of Marietta right of way must comply with the Americans' With Disabilities Act (ADA) per City of Marietta Ordinance #5562.
- Place note on plan: All lane stripping with City Right of Way must be thermoplastic and all gores; stop bars, and turn arrows must be alkyd thermoplastic paint.
- All wall plans must be submitted to the Chief Building Inspector for review, approval and permitting. Wall plans are not approved at time of site plan approval or Land Disturbance Activity Permit issuance. Wall Plans are reviewed and approved, and inspections provided by the Building Inspections Division. ***(Place this note with General notes, as well on each sheet which a wall design appears)***
- As-Built data will have to be submitted before final release is obtained. Data to be GA State Plane Coordinate System (West Zone) utilizing NAD 83/94 adjustment and NAVD 88.

□ ***NOTE: In the event that no approved general plan shall be on file for property zoned to the PRD District, submission and approval of the Detailed Plan shall be required prior to the commencement of any subdivision improvements. If such detailed plan is submitted in absence of an approved general plan, the property must be posted with notice of the submission of the detailed plan at least 15 days prior to consideration by the City Council.***

*Fire Department Comments for Boston Homes Subdivision*

**The fire department has the following comments regarding the above referenced:**

1. Fire department access roads shall have an unobstructed width of 20 feet. Entrances and gated roads may be 14 feet wide where approved. **Note:** Proposed alleys depict 14feet; however, direction of travel along the alley is not shown on the plan.
2. Sprinkler protection required for all new one and two family dwellings built closer than 10 feet to a property line or closer than 20 feet to another structure.
3. Fire department access roads shall have the proper turning radii of 35 feet.
4. Designated "Community Mail Box" parking areas shall provide "Accessible Parking."
5. Fire Hydrants shall be provided within 600 feet of all portions of Group R-3 buildings.



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## ANALYSIS & CONCLUSION

Brock Built Homes LLC is requesting the rezoning of twelve (12) properties, comprised of 17.1 acres, and owned by Marietta Housing Authority. The majority acreage of this property was the site of Boston Homes, demolished in 2010, and is currently zoned RM-12. The MHA bought several surrounding properties over the years and they are zoned R-4, OI, and CRC. The applicant is requesting the properties be rezoned to PRD-SF for the construction of a 99 unit development made up detached homes and townhomes.

This area is optimally located near Cobb Parkway North (US 41) and Roswell Street, making the development easily accessible to/from heavily traveled roadways. Further, this site is could serve as a transition between the commercial areas on Cobb Parkway North and Roswell Street and the existing residential neighborhood to the north and west.

The existing zoning category (RM-12) allows the construction of multi-family units at a density of up to twelve (12) units per acre. The redevelopment of the Boston Homes into 99 single family units, at approximately 6.5 units per acre, further the City's vision to increase owner occupancy and increase the quality of single family detached housing. (The flood plain area - 1.778 ac. - located on the property cannot be included in density calculations.) This density is much lower than what would be allowed under the current RM-12 zoning. And, although it is higher than the residential neighborhood to the north and west, the neighborhood will serve as an appropriate transition from the commercial areas along Cobb Parkway North and Roswell Street.

Brock Built Homes LLC is also requesting detailed plan approval in conjunction with this rezoning request. However, staff has noted many issues with this plan, noted in the Detailed Plan Issues section of this report. These issues include the provision of parking for each lot, inadequacy of roadways, abandonment and rezoning of Beavers Street, primary access to units by alleyway, parking in the right-of-way, accel/decel lanes on Washington Avenue, and clarity regarding intent of public or private roadways. Further, the servicing elementary school, Sawyer Elementary School, is currently over capacity.

The future land use designation for this site is (MDR) Medium Density Residential, which is intended for housing with densities ranging from three (3) to six (6) units per acre (attached or detached), per the City's Comprehensive Plan. Although the proposed density of the development is slightly higher than this, PRD-SF is a zoning classification that is considered compatible with the MDR future land use.

**Prepared by:** \_\_\_\_\_

**Approved by:** \_\_\_\_\_



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## DATA APPENDIX

### ***CITY OF MARIETTA - WATER***

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Is a water line adjacent to the property?	Yes
If not, how far is the closest water line?	N/A
Size of the water line?	6 – inch
Capacity of the water line?	Flow test required
Approximate water usage by proposed use?	Not provided

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### ***CITY OF MARIETTA - SEWER***

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Is a sewer line adjacent to the property?	Yes
If not, how far is the closest sewer line?	N/A
Size of the sewer line?	Not known
Capacity of the sewer line?	A.D.F. Study maybe required
Estimated waste generated by proposed development?	Not provided
Treatment Plant Name?	Cobb County
Treatment Plant Capacity?	Cobb County
Future Plant Availability?	Cobb County

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## DATA APPENDIX CONTINUED

### *DRAINAGE AND ENVIRONMENTAL CONCERNS*

Does flood plain exist on the property:	YES
What percentage of the property is in the flood plain?	Est. 5 – 10%
What is the drainage basin for the property?	Sope Creek
Is there potential for the presence of wetlands as determined by the U.S. Environmental Protection Agency?	NO
If so, is the use compatible with the possible presence of wetlands?	---
Do stream bank buffers exist on the parcel?	YES
Are there other topographical concerns on the parcel?	NO
Are the storm water issues related to the application?	NO
Potential presence of endangered species in the area?	NO

### *Transportation*

What is the road effected by the proposed change?	Beaver St, Adams Circle, Gunter Street, Howard Street, Washington Avenue
What is the classification of the road?	Beaver St: Local Adams Circle: Local Gunter Street: Local Howard Street: Local Washington Avenue: Collector
What is the traffic count for the road?	---
Estimated # of cars generated by the proposed development?	---
Estimated # of trips generated by the proposed development?	---
Do sidewalks exist in the area?	---
Transportation improvements in the area?	NO
If yes, what are they?	---
What is the road effected by the proposed change?	



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## DATA APPENDIX CONTINUED

- Site Plans will be required for construction. Plans must include, driveways, erosion-sedimentation-and pollution control plan, stormwater management (preventing concentrated flows from adjacent property), stormwater quality (bioretention or other), and any other applicable improvements required by City Code and Georgia Stormwater Management Manual. Additional comments will be made at time of site plan submittal, if it is required. There can be no point discharge onto adjacent property which is not into a stream, defined drainage way, or storm sewer. Discharge will not be allowable at the property line, or into the street R.O.W. If easements are required for drainage through adjacent property, then the owner is to obtain.
- Abandonment of the R.O.W. of Beaver Street, Adams Circle, and Gunter Street will allow reconstruction of the roads with proposed parking along the sides.
- The road widths (asphalt paving) for Beaver St, Adams Circle, & Gunter Street must be at least 20' in addition to 8' wide by 22.5' long parallel parking spaces (minimum). The drives depicted appear too narrow. (see below) The drive for townhomes at southeast corner is too narrow.
- **Add Note To Plans:** *“Per City Code Division 716.06.A - Private alleys may provide access to the side or rear of individual residential units where approved by the Public Works Director or his designee on a case-by-case basis. The design for alleys shall meet all requirements of Local Streets unless identified herein. Curbs, gutters, and sidewalks are not required for alleys but may be necessary to provide adequate drainage or where pedestrian movement is necessary. All alleys shall include an access and utility easement including the travel-way, curb, gutter, and sidewalk plus 5' on both sides; in no case shall the access and utility easement be less than 20'. Refer to Code Division 716 for additional requirements.”*
- **Add Note To Plans:** *“Per City Code Division 716.06B - In all cases, the travel-way for alleys shall not be less than 14' in width for one-way access and not less than 20' in width for two-way access. The travel-way is defined as the paved surface intended for travel between curbs and excludes gutters. For one-way alleys the travel-way includes the entire roadway excluding gutters, for two-way alleys the travel-way includes one-half of the roadway excluding gutters. When designing for emergency vehicles greater than 30' in length (AASHTO SU-30) the entire roadway excluding gutters may be considered the travel-way. Refer to Code Division 716 for additional requirements.”*
- Rights-Of-Way for Beaver St, Adams Circle, & Gunter Street are to be at least 50'. Where private parking is proposed, the R.O.W. may be lessened with an access easement for the parking spaces as well as the sidewalk.
- Minimum Radii of street C/L 100'.
- All streets must be at 90-degree angles.
- Minimum curb radius is 25 ft. However, Fire Dept may require 35'.

- A 5' sidewalk with 2' grass strip along the curb of all roads is required. If additional R.O.W. is required in order for the sidewalk to remain in the R.O.W., then a Quit Claim deed will be required.
- Show limits of the flood plain. The new FEMA FIRM was updated effective March 4, 2013, with some panels dated November 2, 2012.
- Clearly delineate on all affected plan sheets the 25' mandated State Stream Buffer, the additional 25' City Stream Buffer, and the additional 25' Impervious Area Setback (total 75') per the Stream Buffer Ordinance.
- The proposed pavilion, play lawn, detention basin, lots, and drive at the north are within the FEMA Flood Plain and stream buffers.
- 150 ft. acceleration and deceleration lanes with 50 ft. tapers are required on Washington Avenue. Accel / Decel lanes are required by Ordinance on all roads classified Collector or Arterial.
- Curb ramps to be located at all intersections within City Right-of-Way (see above).
- Right-of-Way donation on Washington Avenue will require an executed Quit Claim Deed be provided to the City *prior to One-Stop approval*. The R.O.W. shall be at least 25' from centerline on the property side. With sidewalk as noted above.
- Exemption Plat is required for the property on which site plans are reviewed, no LDA Permit will be signed until the Plat is approved.
- **Add note to plans:** There shall be no increase in flows, or compensation in other drainage areas, which results in an increased peak discharge onto adjacent property. Each drainage area leaving a site shall be studied and controlled, as above. There are known flooding problems on the property to the east.

### ***EMERGENCY SERVICES***

Nearest city or county fire station from the development?	Station 52
Distance of the nearest station?	0.9 miles
Most likely station for 1 <sup>st</sup> response?	Station 52
Service burdens at the nearest city fire station (under, at, or above capacity)?	none
Additional comments:	None



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## ***MARIETTA POWER - ELECTRICAL***

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Does Marietta Power serve this site?      Yes \_\_\_\_\_      No   X  

If not, can this site be served?      Yes   Y        No \_\_\_\_\_

What special conditions would be involved in serving this site?      n/a

Additional comments:      n/a

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## ***MARIETTA CITY SCHOOLS***

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### **Marietta City Schools Impact Assessment:**

Elementary School Zone Servicing Development:      Sawyer Road Elementary

Grades six (6) through twelve (12) will be serviced by:

- Marietta Sixth Grade Academy
- Marietta Middle School
- Marietta High School

Current Capacity at Servicing Elementary School:      500 - 600

Current Capacity at Marietta Sixth Grade Academy:      800 - 900

Current Capacity at Marietta Middle School:      1,300 – 1,400

Current Capacity at Marietta High School:      2,500 – 2,600

Current Enrollment at Servicing Elementary School:      768

Current Enrollment at:

- Marietta Middle School:      1,315
- Marietta High School:      2,062

Number of students generated by present development:      0

Number of students projected from proposed development at:      18

New School(s) planned that might serve this area:      None

**Comments:**